

Rezoning Transportation Analysis
Petition Number: Insert Zoning Petition #2021-038
General Location Identifier: Tax ID 08306707

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Revision Log:

Date	Description
04-29-2021	First Review (WB)
05-27-2021	Second Review (WB)

General Review Information

The site is located adjacent to Charles Avenue, a City-maintained local street, North Brevard Street, a City-maintained major collector, and Jordan Place, a City-maintained local street. The petition is in the Northeast Corridor inside Route 4. The Streets Map cross section applies.

Active Projects Near the Site:

- Davidson St and Jordan Pl Intersection / XCLT Bike Boulevard
 - Planned improvements to the intersection of North Davidson and Jordan Place will enhance safety and improve accessibility for pedestrians, cyclists and motorists traveling to the 25th Street LYNX Blue Line station. Project includes a cycle-track and protected intersection design.
 - In Design – Anticipated Completion 2023
 - General Services PM: Stephen Tosco
 - <https://charlottenc.gov/Projects/Pages/DavidsonJordan.aspx>
- XCLT Davidson to Matheson (D2M)
 - 12' multi-use path from Jordan/Brevard intersection to Cordelia Park
 - Bid phase – construction expected to begin Summer 2021
 - General Services PM: Joe Frey

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the Transportation Action Plan (TAP), Vision Zero, Urban Street Design Guidelines (USDG), Center, Corridor and Wedges, Charlotte BIKES, Traffic Impact Study Guidelines and Charlotte WALKS. With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site abuts three City-maintained streets: Charles Avenue (local street), North Brevard Street (major collector), and Jordan Place (local street). The site is located less than ¼ mile away from the 25th Street LYNX Blue Line Station. This site is requesting a TOD-UC zoning and will be subject to transportation improvements in accordance with the TOD Ordinance and the adopted CDOT Streets Map. As this is a TOD project, a Traffic Impact Study (TIS) will not be required as part of the rezoning process but will be evaluated during the permitting process per the TOD ordinance. The petitioner commits to constructing an

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8-foot sidewalk with an 8-foot minimum planting strip on Jordan Place per TOD Standards. The site plan also proposes to provide on-street parking to include an ADA Parking Spot in accordance with ADA and PROWAG standards. All CDOT comments have been successfully addressed.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Vacant	-	-	Tax Record
Entitlement with Current Zoning	TOD-M	Too many uses to determine	-	General Guidance from Planning
Proposed Zoning	TOD-UC	Too many uses to determine	-	General Guidance from Planning

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

- ~~1. **Curblin**: The proposed zoning district has a setback measured from back of the existing or proposed future curblin.~~

~~a. **Charles Avenue**: Location of curb and gutter is in its existing location.~~

~~b. **North Brevard Street**: Location of curb and gutter is in its existing location.~~

~~c. **Jordan Place**: Location of curb and gutter is in its existing location.~~

~~Label and dimension the curb and gutter from the centerline for each road on the site plan.~~

- 2. Traffic Study:**

~~A Traffic Impact Study (TIS) is not necessary for the complete review of this petition due to the site generating less than 2,500 daily trips. If during the permitting process the site generates more than 2,500 daily trips, then a traffic study will be required.~~

- ~~3. Revise site plan and conditional note(s) to commit to construct an 8-foot sidewalk with an 8-foot planting strip on Charles Avenue per TOD Standards. If an 8' planting strip is not feasible, construct a 9-foot sidewalk at back of curb. The site plan shall label and dimension both items from the back of curb and gutter. Rescinded (5/13/2021) based on commitment to add a conditional note stating that the 8' ps and 8' sw will be provided if the existing building is demolished. **Rescinded (5/17/2021)**~~

- ~~4. Revise site plan and conditional note(s) to commit to construct a 9-foot sidewalk at back of curb on North Brevard Street. The site plan shall label the sidewalk from the back of curb and gutter. **Rescinded (5/17/2021)**~~

- ~~5. Site plan and conditional note(s) revisions are needed to construct a bulb out at Charles Avenue Intersection, to define on-street parking area per CLDSM 50.09C. Petitioner to coordinate with the City to match the bulb out to be installed at the Jordan Place intersection by the NECI/XCLT Project. **Rescinded (5/17/2021)**~~

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6. ~~The NECI project plans to install a 10' wide, two-way cycle track on Jordan Place per the City Charlotte BIKE Policy. Site plan and conditional note(s) revisions are needed to commit to fund the installation of a 10' wide, two-way cycle track on Jordan Place, constructed by the NECI project, in accordance with the City's Charlotte BIKE Policy.~~ **Rescinded (5/17/2021)**
7. ~~Add a site plan note(s) specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued is needed. CDOT requests rights-of-way set at 2' behind back of sidewalk where feasible.~~
8. ~~Add a site plan note specifying that all transportation improvements will be approved and constructed before the site's first building certificate of occupancy is issued is needed. The petitioner may phase transportation improvements if said improvements and phasing are explicitly described in site plan notes.~~

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.
7. The petitioner needs to complete and submit the Right of way Abandonment Petition form to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>